

25X1A

HANDLE VIA [REDACTED]
CONTROL SYSTEM

TOP SECRET
OXCART/IDEALIST/ISINGLASS

[REDACTED] 2117-66
Cy 10 of 10

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NRO REVIEW COMPLETED

ACTIVITY REPORT
OFFICE OF SPECIAL ACTIVITIES
JUNE 1966

I. OXCART

A. GENERAL

A team of NRO staff, NRO Comptroller, Headquarters and Detachment personnel surveyed the utilization of contractor manpower [REDACTED]. The findings of the team as written by Brig. General James T. Stewart, Director, NRO staff, were "that present and projected manning levels seem reasonable in light of assigned missions and accompanying workloads."

B. DEVELOPMENT SUMMARY AND PROGRESS

1. AIRFRAME

(a) On 21 June aircraft 129 had the first flight after completion of its major modification program. The aircraft was subsequently turned over to the Detachment and two additional flights were conducted with Detachment pilots during this time period.

(b) The A-12 cockpit instrument panel revision schedule has been modified so that the trainer, aircraft 124, will be the first vehicle with the modified panel. This is in accordance with a specific request by the Detachment and Headquarters.

2. PAYLOAD

(a) Ground support equipment and flight hardware [REDACTED] were delivered to [REDACTED] and are in the process of being checked out on the ground. Aircraft 131 is scheduled to come out of mods approximately 15 July with provisions for [REDACTED] installation.

(b) A total of six photo configuration sorties were flown during the month of June. Two of these were Type I missions; both were successful. Three missions were flown with Type II configurations; all were successful. One Type IV sortie was flown, and it was unsuccessful.

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The problem in this case was a short circuit which burned out single channel amplifier and oblique resistor, which in turn disabled the stabilizer and oblique drive; probable cause attributed to high Q Bay temperature. Camera continued to take photography in fixed position and without stabilization. The excessively high Q Bay temperature problem is still with us, and aircraft contractor is trying to solve it.

3. AIRCRAFT FLIGHT TEST SUMMARY

<u>Aircraft</u>	<u>Flights</u> <u>June</u>	<u>Time</u> <u>June</u>	<u>Total</u> <u>Flights</u>	<u>Total</u> <u>Time</u>
121	6	7:30	234	242:13
122	-	-	157	169:39
123	-	-	78	136:10
124	4	6:00	475	840:05
125	3	4:35	175	276:10
126	-	-	104	169:16
127	6	12:40	154	250:35
128	2	1:55	131	236:15
129	3	4:06	160	186:49
130	5	13:45	125	205:23
131	-	-	78	121:13
132	5	8:20	104	167:27
133	-	-	9	8:17
	<u>34</u>	<u>58:51</u>	<u>1984</u>	<u>3009:32</u>

C. OPERATIONAL SUMMARY AND PROGRESS

1. EMERGENCY CAPABILITY (SKYLARK):

No change.

2. CONTINGENCY PLANNING - FAR EAST (BLACK SHIELD):

The Project Headquarters Operations Plan 52-66 for conducting BLACK SHIELD operations was revised during the month. A system of transmitting Operations Plans [REDACTED] was successfully implemented with publication of this plan.

3. [REDACTED]

A SAC KC-135 tanker cover flight was flown to [REDACTED] on 27 June. Purpose of the flight was to provide [REDACTED]

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training for the newly assigned Detachment Commander and fuel specialist in supporting of SAC crews and aircraft during operational missions.

4. TACTICAL DOCTRINE:

The A-12 Tactical Doctrine was revised and republished to reflect most current instructions for Project Pilots while flying operational missions. Distribution to the field is now in process, effective date 11 July 66.

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5. [REDACTED]

A new concept of a non-stop A-12 deployment flight [REDACTED] to Kadena was presented by the [REDACTED] staff on 6 June. Additional studies of this concept have continued and a meeting is scheduled in July 66 to coordinate airspace, communications and tanker requirements for inclusion in necessary Operations Plans.

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6. A-12 AIRCRAFT:

No change.

7. A-12 FLIGHT PROGRESS:

All performance statistics as reported in the November report remain unchanged with the following exceptions:
Average A-12 Time - Detachment Pilots - 280 hours.

II. IDEALIST

A. DEVELOPMENT SUMMARY AND PROGRESS

Detailed performance evaluation of the Lockheed U-2R proposal was essentially completed and the final report is scheduled for release in early July. No major significant discrepancies between LAC and Headquarters are indicated.

B. GENERAL OPERATIONAL SUMMARY

1. There were no Agency U-2 overflights during the month of June.

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3. Flame out tests were completed on 26 June. An informal report indicated that RPM was sufficient to extend flaps and maintain hyd pressure after a flame out. Dead stick landing of the article is far from an exact science and a no flap landing should be attempted under only ideal conditions. Data collected will be reviewed and disseminated in a formal manner at a later date.

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C. PRODUCT IMPROVEMENT



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4. Air Data Computer: Tests were conducted during this period with the Air Data Computer. The equipment was returned to the manufacturer for a new CAM. Estimate the equipment will be returned to the field during week of 11 July.

5. Systems 20 and 22: Modifications and instrumentation on Article 359 were started at Lockheed on 17 June to accept these systems. The systems checkout is scheduled for 18 July, which is dependent on delivery of the systems equipment. If delivery schedules are not met, LAC will be requested to deliver the article to Edwards minus the equipment.

III. ISINGLASS

No change.

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PS/OSA: [REDACTED] (11 Jul 66)

Distribution:

Cys 1, 2, 3, 4 - C/P&PS/DD/S&T
Cy 5 - D/SA
Cy 6 - D/FA/OSA
Cy 7 - D/TECH/OSA
Cys 8, 9 - PS/OSA
Cy 10 - RB/OSA

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